

'MOTOR YACHT' PREDICTED LOG CHALLENGE - SAILING INSTRUCTIONS



ROYAL WESTERN
YACHT CLUB OF ENGLAND



The Royal Western Yacht Club of England Ltd is the organising authority of this Challenge which will Start on **Saturday 21st July 2018 between 10:00 & 12:00** followed by an evening prize giving & party in the Clubhouse.

1. MOTOR YACHT PREDICTED LOG CHALLENGE & RULES

1.1 The objective of the Challenge is to complete the course in as close as possible to the predicted time without adjusting the throttle after the start, and the winner is the Motor Yacht, which has the lowest percentage time error.

The Predicted Log Challenge is a navigational test, and not a race, based upon the skipper being in a situation where the electronic chart plotter and all other electronic navigational instruments, including all time pieces have failed.

However the skipper does have the following information and serviceable equipment including engines, to complete his passage to the Finishing Line –

- The vessels known position and time at the Start Line;
- The magnetic compass is working;
- The engines and RPM counters are working;
- The Autohelm is working;
- The Course from the Start to Finish, paper charts and his own prepared passage plan.

Thus at a fixed throttle he can estimate his direction around the course and arrival time at the Finishing Line.

It is not a speed contest; each Contestant chooses a speed for his own boat, which is comfortable and safe.

1.2 There is an **8 knot speed limit** imposed on the **Inshore** course as the Start & Finish are within the Cattewater. The **Offshore** course is not speed restricted but contestants must keep at least 400m from the shore.

1.3 An Observer (from another boat crew perhaps) should be onboard to record times, check that the correct course is sailed without throttle changes and to ensure the crew do not access time pieces or electronic aids.

1.4 Prior to the event, entrants will advise the Organiser of their boats predicted time, to cover the distance from the Start Line to the Finish Line, at the skippers stated engine RPM, which is to be set at the Start Line and not altered until the Finish Line is crossed, unless navigational or sea state demand otherwise.

1.5 The Observer will note the boats time to the nearest second crossing the Start and the Finish Line. The crew will not refer to time pieces or any other means of timing in between the Start and Finish Lines.

1.6 Deviation from a straight line (CTS) shall be the minimum required for safety, while maintaining the shortest distance (COG) between marks. Marks must be passed within 50 metres.

1.7 A Course Completion declaration to the Organiser is required stating the elapsed time recorded by the Observer at the Finish, and any penalties incurred, or deviations from throttle or course.

1.8 Trophies & Prizes will be awarded to the motor boat and teams, which achieves the closest actual time taken over the course, compared to the predicted time previously advised to the Organiser.

1.9 Yachts motoring under engine alone and able to maintain 5 knots may also enter this Challenge as if a Motor Boat under the ColRegs.

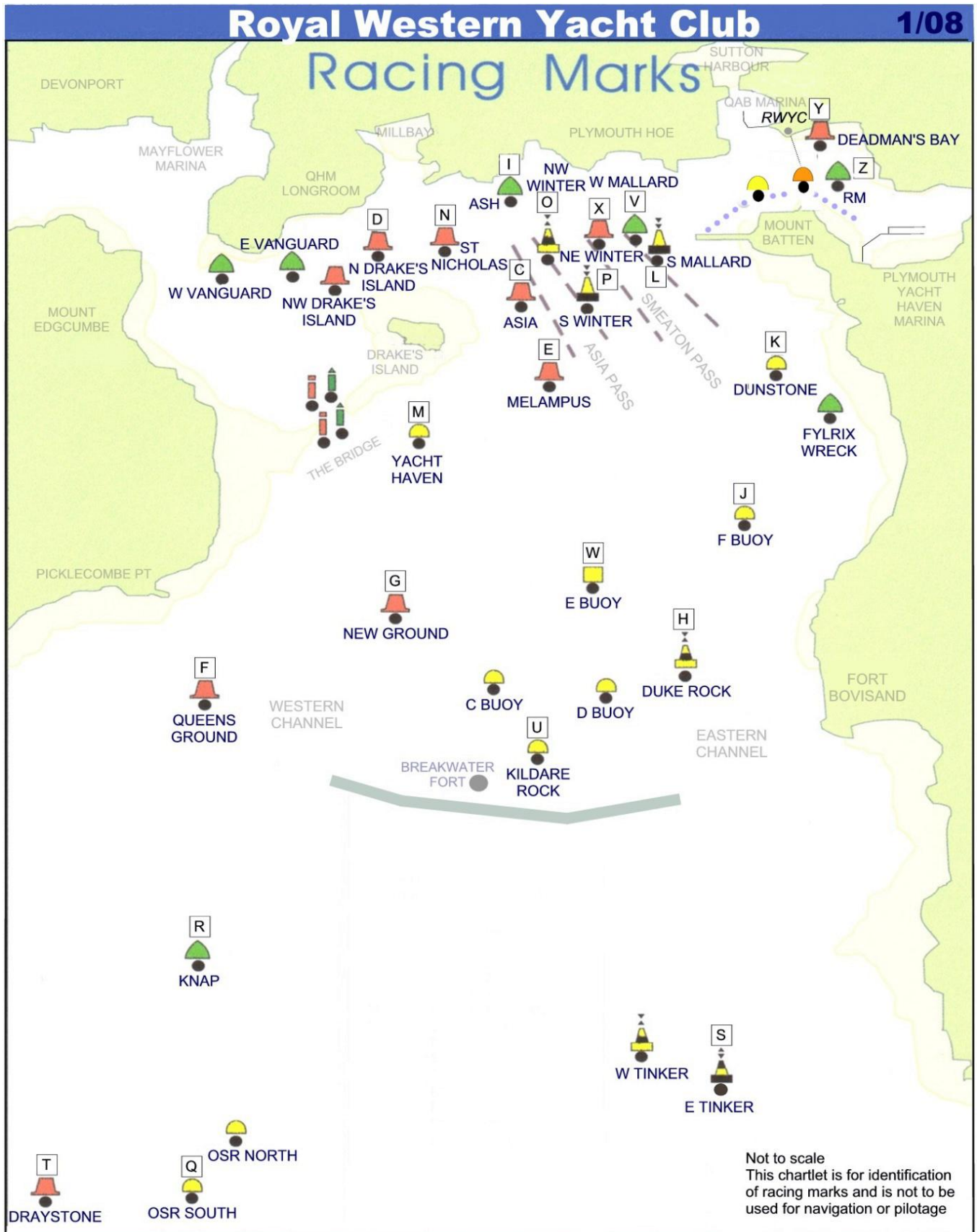
1.10 Competitors will be governed by The International Regulations for Preventing Collisions at Sea 1972 (Colregs), The Dockyard Port of Plymouth Order 1999, Local Notices to Mariners, Cattewater Harbour Rules and these SI's.

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- 1.11 Where boats are transiting within the boundaries of the Port of Plymouth they are referred to the Dockyard Port of Plymouth Order 1999, see the website <http://www.qhm.mod.uk/plymouth/regulations/dppo> and Local Notices to Mariners.
 - 1.12 Contestants are reminded to sail to the North of & **not to enter the mooring areas in the Cattewater.**
 - 1.13 The Royal Western Yacht Club, its officers, members and employees bear no responsibility for accidents, damage or injuries to boats or their personnel in any way or from any cause during or related to Races/Challenges organised by them.
- 2 RADIO COMMUNICATIONS**
- 2.1 All yachts shall carry and operate a VHF radio and monitor Organiser broadcasts on VHF Ch M1 (37A).
 - 2.2 The failure to receive any Organiser VHF transmissions shall not constitute grounds for redress.
- 3 CHALLENGE ENTRY & COMPLETION FORMS**
- 3.1 An Entry Form including the Skippers predicted time and engine RPM, and the name of the Independent Observer, must be received by the Organiser/RWYC at least **18 hours** before the Start Time. A Completion Form must be received from the Observer within **1 hour** of finishing – VHF Radio or Phone contact with Organiser is helpful to speed up the Results.
- 4 NOTICES TO COMPETITORS**
- 4.1 Notices to competitors will be posted on the notice board at the RWYC.
 - 4.2 Any change to the sailing instructions will be posted at least two hours before it will take effect.
- 5 THE COURSES (INSHORE – max speed 8 knots; OFFSHORE no speed limit)**
- 5.1 **INSHORE Approx 10 NM.** RWYC Start Line; South Rubble (P); West Mud (P); Bridge; F Buoy (S); Kildare Rock(S); Queens Ground (S); Dunstone (P); Ash (S); RWYC Finish Line.
 - 5.2 **OFFSHORE Approx 25 NM.** Start between NW Winter & NE Winter; Melampus (S); Draystone (S); Hands Deep (P); L4 (P) (50°15.013"N – 004°12.998"W approx 3.6NM South of Rame Head); East Tinker (P); Duke Rock (S); South Winter (S); Finish between NW Winter & NE Winter.
- 6 THE START and FINISH LINES & TIMINGS**
- 6.1 Start between 10:00 & 12:00 but elapsed times must be recorded by the Observer in Hours, Mins & Secs.
- 7 SCORING**
- 7.1 The winner of the contest shall be the skipper who has the lowest 'percentage of error' of all Contestants. The 'percentage of error' shall be computed by dividing the elapsed time expressed in seconds, by the total predicted time in seconds and then multiplying the quotient times 100. A perfect score is 100.
- 8 TIME LIMIT**
- 8.1 The Time Limit for the Course will be 4 hours.
- 9 PENALTIES FOR BREAKING RULES OR SAILING INSTRUCTIONS**
- 9.1 The 'Percentage of Error' will be increased by 5% points as a penalty for each infringement of an SI or Rule.
- 10 RETIREMENT**
- 10.1 Boats retiring shall report their retirement to the Organiser (by VHF or telephone to RWYC telephone: 01752 660077) as soon as possible but no later than 60 minutes after finishing or retiring.
- 11 RISK STATEMENT**
- 11.1 The responsibility for a boat's decision to participate in a Challenge or to continue is hers alone. By taking part in the event, each competitor agrees and acknowledges that:
 - (a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - (c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
 - (d) their boat is in good order, equipped to sail in the event and they are fit to participate;
- 12. Insurance**

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12.1 Contestants are required to hold third party insurance cover for third party risks up to the value of £2 million.



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| A LAID INFLATABLE BUOY (WINDWARD) | G NEW GROUND | N ST NICHOLAS | U KILDARE ROCK |
| A+ LAID INFL BUOY (WINDWARD SPREADER) | H DUKE ROCK | O NW WINTER | V WEST MALLARD |
| B LAID INFLATABLE BUOY (LEEWARD) | I ASH | P SOUTH WINTER | W E MOORING BUOY |
| C ASIA | J F MOORING BUOY | Q OSR SOUTH | X NE WINTER |
| D NORTH DRAKE'S ISLAND | K DUNSTONE | R KNAP | Y DEADMAN'S BAY |
| E MELAMPUS | L SOUTH MALLARD | S EAST TINKER | Z ROYAL MARINE |
| F QUEENS GROUND | M YACHT HAVEN | T DRAYSTONE | |